

# The Butler Weekly Times

AND  
THE BATES COUNTY RECORD  
Printed on Thursday of each week.

ROBT. D. ALLEN, Editor and Mgr.



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Thursday, August 22, 1918.

## DEMOCRATIC TICKET.

### Senator in Congress:

Joseph W. Folk

### State Superintendent of Schools:

Uel W. Lampkin

### Judge Supreme Court, Division No. 1:

Waller W. Graves

### Representative in Congress, 6th Dist:

Clement C. Dickinson

### State Senator 16th District:

Ross E. Feaster

### Representative:

H. O. Maxey

### Presiding Judge County Court:

R. B. Campbell

### Judge County Court, North District:

W. J. Middleton

### Judge County Court, South District:

W. H. Lowder

### Clerk County Court:

Frank Holland

### Clerk Circuit Court:

C. C. Swarzens

### Prosecuting Attorney:

Watt B. Dawson

### Recorder of Deeds:

Chas. E. Eortune

### Probate Judge:

H. E. Sheppard

An additional loan of \$200,000,000 has been made to France, the treasury department announced Thursday afternoon. France's total credit is now \$2,055,000.

Ty Cobb, star batsman of the American league has enlisted in the army and unlike many other prominent athletes he did not try for a "safety first" job. He is in the gas and flame division.

All of the 101 members of the I. W. W. who have been on trial in Chicago since April for conspiring to hinder the war work of the United States government, were found guilty by a jury in Judge K. M. Landis' court late Saturday afternoon.

Dyeing his gray mustache black in an effort to camouflage his 70 years, J. M. Grigsby, a Scott county, Ark., farmer, obtained a marriage license and wedded Margaret Banks, aged 15. The girl carried a note from her step-mother giving consent to the wedding.

Eighteen interned Germans at Hot Springs, N. C., are under observation as a result of a fresh appearance of typhoid fever, it was announced Thursday. No new cases have developed in addition to the 157 under treatment, but two new deaths have occurred from other causes.

The French cruiser Dupetit Thouars, while cruising with the American fleet in the Atlantic, was submarine August 7. American destroyers rescued all but 13 members of the crew. The vessel was an armored cruiser. She was 452 feet long and had a displacement of 9,367 tons.

A complete squadron of 18 American built DeHaviland planes, equipped with Liberty motors, recently made a reconnaissance flight behind the American lines and returned without a single loss. This information was contained in a cable dispatch from General Pershing and made public by Secretary Baker.

The new \$8,000,000,000 revenue bill provides for taking more money than there is in circulation in the United States. Experts figure the maximum in circulation is \$5,300,000,000. Payment of these enormous taxes on one day would embarrass the country temporarily, but this will be avoided by providing for payment in installments.

A complete squadron of eighteen American built DeHaviland planes, equipped with liberty motors recently made a reconnaissance flight behind the German lines and all returned. This information from Gen. Pershing, made public by Secretary Baker Friday, was the first official report on a squadron of American-built planes in action.

Robert Fay, who escaped from the federal penitentiary at Atlanta, while serving a term for complicity in bomb plots inspired by the German government, has been apprehended in Spain, it was announced at the state department Thursday afternoon. Fay is said to have waived extradition proceedings and is already being brought back to this country.

## SOLDIER LETTERS

Soldiers and Sailors Write Interestingly of Life in the Service of Their Country.

Dr. C. A. Lusk.

July 14, 1918.

Dear Friends:

Well, today is the French 4th of July, or Independence day, as near as possible we are observing under Gen. Pershing's order. But there is never any complete holiday in the medical department.

From what I hear you have good crops. Stopped a few minutes with the Butler Quartermaster bunch the other day and we swapped news. If we can still get the good reports, Aug. 14 we will know you have a good corn crop. None raised where we are here. Mostly small farms and patches of wheat, rye, barley, oats and vegetables, but lots of hay. Some fields almost perpendicular, but they have fine roads. Easy grades. They haul with one horse or oxen, sometimes two, but on these roads one horse does the work of two or four in our country. French people are working hard raising all they can and also taking care of the orphan children of which you find some in each village, in most all cases the mother is dead and the father either dead or fighting. They have military teachers (soldiers of advanced age usually) teaching them. Rather a pitiful sight, the hardest of the war, perhaps. Some are only three or four years old.

We were in the trenches 8 days and saw about all there was to see, I guess. We went up on a hill one day while we were up there and with our glasses had a good view of the valley of the Rhine, the ruined towns; but, we did not finish our sightseeing as the Germans did not appreciate our looking. We were in range and had to leave. We got well acquainted with modern warfare while up in the trenches, except the real large shells. Our men are anxious to get at them and when they do there will be a different mode of warfare in Germany and France. We are not allowed to write much. If you folks there could see and talk to these people here you would have a different idea of the Germans. These French were fighting for their freedom just as sure as we fought England for ours in the revolutionary war. I have changed my mind considerable about this war. I thought the charge of conquest against Germany was rather overdrawn, but their ideas will never be fully known until the war is over. But they were fully prepared to dominate all of Europe and thought they were really to do it.

The Americans here (and there are legions of them; you meet them at every cross roads almost) are waiting and it is hard to hold them in, but when they do go they will win this war. Now remember that a few months from now.

We lost some of our men, but that is unavoidable in war, but we got off pretty lucky. Another bunch, not ours, but near us, stood 11 hours of gas last night with very few casualties, but all of our men are fine. Young, strong, full of vitality and after this first introduction to shell fire stand it like regulars.

We have done plenty of traveling since leaving New York. I think we have been all over France, except what the Germans hold, but we were over enough of another country joining France to make up for that.

Well, I would like to be back and see you all, but I could not be satisfied while the war is going on, but I don't think the war will last long. Germany has all their men placed and can't move as formerly without losing, while we have a wonderful reserve of men, food and equipment. Well, write soon. It is about supper time and a good soldier never misses a meal intentionally.

Chas. A. Lusk,  
Capt. San. Dept. 139th Inf.,  
A. E. F.

Frank Tuttle.

Camp Upton, Long Island,

August 7, 1918.

Dear Homefolks:

At last I am in the "far east," and I certainly had a glorious time getting here. We left Camp Dodge at 12 o'clock Sunday and arrived here last night at 10 o'clock, having been 54 hours on the way—or 2 1/2 days and 2 nights. I certainly wish all of you could have made the trip with me. It was worth all the hardships we have gone through in the past. I have seen sights and done things I have always wanted to do, but never dreamed of doing. We passed through several important towns, viz: Davenport, Rock Island, Chicago, Toledo, Cleveland, Buffalo, Brooklyn and New York. Of course there were other important cities but I can't remember them. You see we crossed several states and it's hard to remember towns. We went over the Rock Island and N. Y. Central railroads, so with the towns I have mentioned you can trace our route. At Cleveland we stopped and had a swim in Lake Erie. It was certainly enjoyed by the boys, and it was one of the numerous sights I never expected to see. The water is very clear, and I am sending some little souvenirs I gathered on the beach. I want you to save them for me. After our swim the Red Cross ladies treated us to pie, lemonade and cigarettes. All along the way the Red Cross gave us lunches, cigarettes, soft drinks and milk, coffee, etc. It is wonderful the work this organization is doing for the soldiers as also is the Y. M. C. A. It was very surprising and encouraging to note the respect every person has for soldiers. We were waved at all along the trip, and although our journey was supposed to have been secret, it seemed as if everyone knew we were to pass their town, and they were ready for us. But I am off my subject.

One sight I enjoyed very much was the Hudson river, which we followed for many miles. There is some beautiful scenery along this historical river. Then, too, we crossed the Mississippi, which I never expected to

see. And the Catskill mountains, while not so very high where we were, were the first mountains I ever saw. But the sight of sights was New York City. We stopped off at Newark, N. J., and had dinner (we had our kitchen car with us), then we pulled up to Hoboken, N. Y., where we detrained and marched to the ferry boat which was to take us across Hudson Bay to Long Island. It was while on the bay that we saw this wonderful city at our leisure. And ships of all kinds, tugs, yachts, motor boats, etc! We circled a large part (don't know how large) of the city, and on one side we could see Brooklyn and on the other New York. We saw the giant Goddess of Liberty and the mammoth Brooklyn-New York bridges. It was all so wonderful, and so often seen in the movies.

Camp Upton is 35 or 40 miles from New York, and is far inferior to Camp Dodge. Don't know much about it other than the fact just mentioned.

Our company is doing nothing this morning. All of us are having our hair cut as short as possible. You wouldn't hardly know me.

I suppose we'll be here about two weeks before we cross over. We have to be issued new over-seas clothing yet. Address me thru:

E. F. Tuttle,  
Co. B, 350th Inf.,  
Camp Upton,  
Long Island, N. Y.

Clark Nicolay.

July 15, 1918.

Dear Mother:

Well, after so long a time I will try and write you a letter. However there is very little to write about, so I don't know whether you can call this a letter or not. Am well and getting along fine. Just paid up for my room today and have been here for two weeks and altogether the cost was "dix francs" in American money about \$1.80 and you couldn't buy one in the States like this for twice that a day. Electric lights, big feather bed, hot and cold water and all the rest thrown in. Believe me, the French people sure treat us fine. Biser was sent to the hospital today for an operation of some kind, I didn't know just what it is, but I don't think it is anything serious.

You know Charley Mains, don't you? He is at the same place we are and eats at our mess. He is in the Q. M. Have also seen George Hupp and several of the other fellows from Butler who came out with Capt. Thompson, and by the way, I have seen him several times. Capt. Corey has recommended me for an officers training school, which starts in the near future.

I got a paper from The Times the other day, but I haven't written them since I have been over, so call them up and thank them for me and say that I'll write as soon as I can get time and assure them that the paper has been read by at least 75 and I think some one has it now for a souvenir stowed away in his blanket roll some place. Am going to send you a few petals of a rose just to give you some idea of the kind that grow here. They are sure pretty and the largest I ever seen. Wish I could send a big bunch, but can't for they would be all wilted by the time they got there.

Well, I guess I will close for this time for it is getting pretty late and I have to get up in the morning pretty early. Give my best regards to uncle and all. Hope you are all well.

"Ben Nait,"  
As ever  
Clark Nicolay,  
Co. B, 128th M. G. Bn.,  
American E. F.  
France.

D. C. Chastain.

We are permitted to publish the following letter which Squire B. F. Jeter received from Lieut. Chastain last week:

July 31, 1918.

Dear Friend:

I thank you for your good letter. I am sure delighted to get mail from my friends as it helps to keep me feeling good. You know when you are a long way from home and no friends, except, of course, those you make here, you cannot help but feel pretty blue at times. But we have a big job over here and we are going to do it in good shape.

Already you begin to see the influence of the Americans here and next year we will finish them up. I am pretty busy being assigned as an instructor in artillery. My men are to be trained as officers in 75 millimeter gun battalions. It is a wonderful gun. Very warm here, but I have been for a few days leave to the sea shore and in the Pyrenees Mountains. You did not tell me how the Primary election was going to wind up so I won't know until it is over. Very best wishes to the Loyal Sons and to you. I see you paroled Dick Gee while sitting as special judge of the circuit court in July.

Sincerely,  
D. C. Chastain.

Harry Barber.

We are permitted to publish the following letter received by a friend in this city from Private Harry Barber who is with the Ambulance corps now somewhere in France:

France.

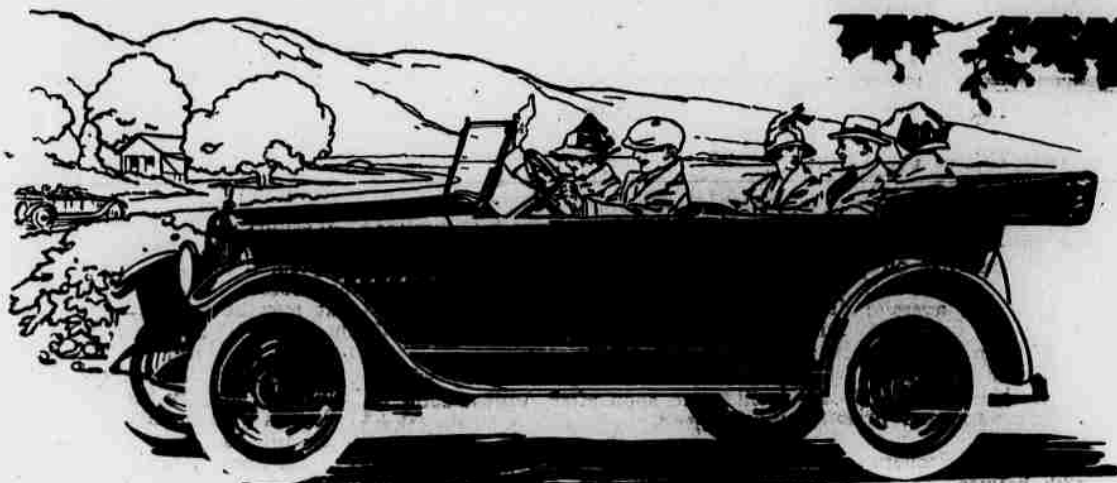
Dear Friend:

I will write you a few lines to let you know I am well and hope you are the same.

Well, I will tell you about the war. I have four mules and an ambulance, and am right up in the trench and when the guns go to shooting it is not like the Fourth of July. I can not tell you the date, but I saw the U. S. bring down a German airplane. I am over in (deleted) right now and they can look out for Juic. I am coming back to the old U. S. A., too, because that is the place for me. My mother sent me the paper and all the boys read it and I tell them that Butler is the capitol of the world.

Fred Brown and Roy Russell said to tell you "Hello" for them. I have not run across the old Co. B yet. I want to tell you about the people

SAYERS  
SIX



Specifications for Sayers Six 5-Passenger Touring Car—Model 'A

PRICE \$1495.00

### MOTOR—Unit Power Plant—Special

Sayers Red Seal Continental High Speed Six Cylinder; L. Head Type; 40 h. p.; bore 3 1/4 inches; stroke 4 1/2 inches; cylinders cast en bloc with detachable head and pressed steel oil pan.

### CARBURETOR—Zenith Horizontal Type,

mounted directly on cylinder block.

### CLUTCH—Borg & Beck, single plate dry disc.

Smooth action and works with very slight pressure on the clutch pedal.

### TRANSMISSION—Selective sliding gear type, three speeds forward and reverse—nickel steel gears and shafts, high-grade ball bearing.

DRIVE—Hotchkiss drive, double universal joints, completely enclosed—torque taken through springs of special analysis steel.

### FRONT AXLE—Drop forged "I" beam, specially heat treated, wheels mounted on ball bearings.

REAR AXLE—Floating type, wheels mounted on Bower roller bearings. Spiral bevel differential with ball bearings, ratio 4 3/4 to 1. Pressed steel bridged type axle housing.

### SPRINGS—Front: Semi-Elliptic, 38 inches long by 2 inches wide. Rear: Semi-Elliptic and underslung, 54 1/2 inches long by 2 inches wide. All springs on the Sayer Six are made of special analysis steel and are designed and graded to insure easy riding. The springs are equipped with patented self-oiling device which prevents squeaking.

STEERING GEAR—Left hand drive. Irreversible worm and gear type, adjusted for wear; walnut finished wheel. Spark, throttle and horn button on top in easy access. Extremely short turning radius.

### WHEELS—Artillery type, selected, 32x4 ins., fitted with demountable rims.

TIRES—32x4 inches, straight sides, non-skid in rear.

### WHEEL BASE—118 inches.

BRAKES—External contracting, internal expanding.

### FRAME—Designed for strength and lightness—pressed steel; deep, wide channel section, 5 inches deep by 2 1/2 inches wide by 5/32 inch thick—strongly

braced by cross members. Bottle neck construction for short turning radius.

### GASOLINE SYSTEM—Large gasoline tank mounted on rear, Stewart vacuum system.

COOLING SYSTEM—High racy type Pedders radiator, water circulated by centrifugal pump, cooling aided by belt driven ball bearing 16-inch fan.

### START, LIGHTING AND IGNITION—Delco two unit system, Bendix Automatic drive starting motor. All wires securely insulated and all parts easily accessible. Willard Storage Battery located in accessible position under front seat.

BODY—Five passenger touring, long, graceful stream line, with center cowl, well built and strongly braced to stand service. It is designed and built for the discriminating buyer who appreciates a durable, as well as stylish body. Plenty of room in rear tonneau, instruments and switches mounted in panel instrument board within easy reach of driver's control.

### FENDERS—Heavy special pressed steel crown fenders, beautiful lustre enamel finish.

TRIMMING—Genuine high grade fancy trimming leather in cushions and backs. Long French plaited upholstery with deep soft Spring cushions and backs.

### PAINTING—Chassis black, Body painted a rich dark shade of ultramarine blue.

WEIGHT—About 2700 lbs. ready for the road.

EQUIPMENT—Delco Starting and Ignition; Stewart Vacuum Gasoline System, Power tire pump, Moto meter, 60 mile Speedometer, gear driven from universal joint, special sloping rain vision ventilating wind shield, one man top, non-rattling bow holders, hood for top, demountable rims, on rear wheels, foot accelerator with foot rest, two large head lights with dimmers, instrument light, combination tail light and license holder, inspection lamp, electric warning signal, Willard storage battery, robe rail, foot rail, tools, jack, tire repair kit, light and ignition switch locks Motor driven tire pump, detachable service light cord.

These Cars are made by the old reliable Sayers & Scoville Mfg. Co.

See This Car at Central Garage, Pleasanton, Kansas

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**Fall Opening**  
**AUGUST 21 to 24**

On and after that date I will be ready with a full and complete line of fall and winter hats, shapes and trimmings. A selection of pattern hats that are unequalled for quality, variety, style and unusually low prices. I have an expert designer from the city. All are cordially invited. GAG EHATS A SPECIALTY.

**MISS GOLDIE BLIZZARD**

Renewals to The Times accepted at \$2.00 until September 1. After that, \$2.50.